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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY Bulgaria

SUBJECT 1. The Musomishte Airfield
2. Air Raid Shelters at Nevrokop

REPORT

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2.

The Musomishte Airfield

1. The Musomishte Airfield is located approximately 1500 meters northwest of Musomishte (N 41-33; E 23-47), Nevrokop Okoliya, and 200 meters north of the Nevrokop-Drama highway. It is separated from the highway by the Khristo Botev TKZS. The field, which runs from northwest to southeast, covers an area of approximately 1100 dekar, being approximately 2400 meters long and 500-600 meters wide. This area is not precisely marked off.
2. Construction of the airfield was begun in May 1951 and was completed in November 1951. The field began operating in the spring of 1952. It is built on flat, dry, sandy ground which is overgrown with grass; there is no hard-surfaced runway. During 1952 four buildings were constructed on the southern end of the field. Three of these buildings are low, 1-story, whitewashed shacks, approximately 8 x 7 meters; the fourth building is square and has unplastered walls approximately 10 meters long. This building is used as a storehouse. There is an electric transformer shed situated on the field.
3. The Musomishte Airfield is connected by a road to the Nevrokop highway. Permanent guards are stationed at the entrance to the field, near the planes, and at the gasoline dumps. Additional guards are posted in the area at night.
4. Three or four strong, red, electric lamps on posts are located near the airfield buildings. Two more lamps on posts are located near the entrance to the field. In April 1953 an electric projector, which had been situated 300 to 400 meters northwest of the airfield, was removed.
5. A gasoline dump is located approximately 300 to 400 meters northwest of the airfield buildings. The dump consists of three, large, underground railroad tank cars and two smaller tank cars located above the others. The small cars are painted red.
6. Twelve fighter planes were brought to the airfield during the spring of 1952: eleven Shturmovik and one Messerschmit. Biweekly training flights and firing exercises were conducted. Three types of targets were used: a balloon towed by a plane, a white canvass on the ground, or patterns on the field marked off by whitewash. Exercises were always conducted by two or more planes.
7. The planes usually took off in a southeast-northwest direction, toward Nevrokop, and invariably turned north. [redacted] this direction was taken to avoid an airpocket which existed over Sudata peak, approximately two kilometers from the 50X1-HUM village.
8. Once a week a 3-motor junker plane visited the airfield to bring provisions. The operating base of the plane was not known.
9. Approximately 16 pilots, 15 airforce officers, and 120 soldiers (from the recruit classes of 1929 to 1932) were stationed at the field during the summer of 1952. Personnel were quartered in tents at the field, with the exception of a few officers who were billeted in Nevrokop. Most of the personnel were from northern Bulgaria.
10. During the autumn of 1952 five planes were taken away from the field and five more were removed in April 1953, leaving only two planes on the field in May 1953. The destination of the planes leaving the field is not known. As of May 1953, 50X1-HUM there were only 30 to 40 men and a few officers remaining at the field. At that time, [redacted] they were about to be transferred, leaving only a security force of approximately 12 men at the field. 50X1-HUM
11. There is a radio station and radar at the field. [redacted] the radar installation may have been transferred during 1953. The land expropriated for the airfield was originally valued at 10,000 leva (old currency) per dekar, the normal price of land at that time being between 60,000 and 70,000 leva per dekar. However, in reality the farmers were never paid for the expropriated land.
12. During 1951 two Soviet Air Force officers visited the area with the Bulgarian Air Force lieutenant in charge of construction. [redacted] 50X1-HUM

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3.

[redacted] one had four stars on his epaulette. After their inspection 300 more 50X1-HUM
 dekars were added to the 800 already expropriated. Four more Soviets arrived at
 the field during the spring of 1952. One of them, a 1st Lieutenant, was political
 officer at the airfield; the others were employed as instructor, pilot, and technician,
 respectively. In April 1953 these officers were transferred.

13. During 1953 the airfield was alerted because three foreign planes [redacted] 50X1-HUM
 [redacted] crossed the Bulgarian border from Turkey and flew toward Petrich.
 The planes flew directly over the Musomishte Airfield. A fighter plane was dispatched
 from the field but it returned without having reached the transgressors.

14. [redacted] There
 are no bunkers, trenches, or air-alert systems in the neighborhood of the airfield.

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Air Raid Shelters at Nevrokop

15. During 1950 and 1951 air raid shelters were built in a hill known as Hamam Bair near
 the southern end of Nevrokop. Only communists and personnel who had been very carefully
 investigated were allowed to work on the construction. The shelters consisted of a
 tunnel with covered walls dug into the hill. A strong iron-grilled gate bars one of
 the entrances. [redacted] only one entrance. The hill is of hard clay and is
 covered with trees. There are approximately 20 meters of soil above the tunnel in
 the center of the hill.

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